



Neighborhood Meetings Report April 8, 2009

Purpose

Give a design preview to residents, plus a chance to talk one-on-one with design engineers, right-of-way and construction representatives.

About the Meetings

- March 19, 25 and April 1 (two meetings per evening)
- Divided by construction zones:
 - 3000-3600 West
 - 2570-3000 West
 - Fairgrounds (2040 West) to 2570 West
 - 1300-2040 West
 - River to 1300 West
 - State Street to River
- Attendance: 212 total (avg. 35 per meeting)
- Majority of discussion was about property and neighborhood-specific issues
- Most positive attitudes were about issues we were able to work through together; greatest frustrations were about right-of-way process
- Other issues & common questions are listed below

Issues Raised	UDOT/A&W Response Plan
Rocky Mountain Power-area roadway alignment (2700 West to Ivory Crossing subdivision)	<p>Held special meeting with group of concerned residents</p> <p>Adjusting design to impact fewer residents thanks to new negotiations with Rocky Mountain Power and to avoid impacts that have surfaced since the EIS was completed (Ivory Crossing development)</p> <p>Adjustments will effect the project schedule from right-of-way through construction</p> <p>Only in a rare case will UDOT deviate from an EIS alignment; in this case there were new issues that surfaced after the EIS was completed</p>
Walls to be replaced in-kind at Jordan Farms: residents prefer a solid wall rather than cast-iron	Researching alternatives that are within project cost and acceptable to Jordan Farms residents
Desired signals at 3200 West and 2200 West (2200 West has less consensus from residents than 3200 West)	<p>A signal will be constructed at 3200 West as part of this project</p> <p>Conduits/supports for a future signal will be constructed at 2200 West as part of this project; the signal will go in once traffic studies can support need</p>

Frustration with right-of-way process: communication, who are these people coming around our property	<p>Held one-on-one meetings with specific individuals</p> <p>Discussed better communication strategies with right-of-way team</p> <p>Clarify with the public who's who out on the project (surveyors vs. appraisers) (see last email)</p>
Irrigation concerns: what is the plan to maintain service and is it really going to work?	Starting in May, a construction and public information team will go door-to-door to meet with residents, see connections and go over a preconstruction checklist; we'll set up meeting times in advance with emails/door hangers
Landscaping at detention & retention ponds: don't want chain link fence and ugly sink holes next to beautiful houses	Working with cities to research options for more acceptable landscaping/treatment
Speed limit is too high	Road is designed to 45 MPH but speed limit is not set yet (see Q&A)

Topic	Question	Answer
Construction Timeline	When does construction start, and how/when will we find out more about construction activities?	<p>Construction for most areas starts later this spring.* Utility work will take place first. You can learn more by subscribing to our email list, watching the website, and watching electronic roadside signs. In some cases we'll deliver fliers.</p> <p><i>*Zone 4 (River Front Parkway to 1300 West) construction will begin in Fall 2009 at the earliest.</i></p>
Construction Materials	What are those big pipes at 1300 West?	The pipes are for a large new Jordan Valley Water Conservation District water line that will run through the Zone 4 area.
Construction Traffic Plans	Are you going to detour people through side/residential streets?	Generally, no. There may be some exceptions when we're working on a specific activity at major access point, but we will try to limit this kind of impact as much as possible.
Construction Impacts to Homes	What if there is damage done to our home due to construction?	This is why we're sending out surveyors to document conditions of properties along the corridor. Such damage is rare and we don't anticipate such problems, but we'll ensure proper documentation prior to construction and work with anyone who might be affected in this manner.
Construction at 700 West	When is the closure planned at 700 West? How long will it last?	We are still finalizing negotiations with UPRR, UTA and property owners. We anticipate starting the work in Summer 2009. The closure will last approximately 200 days.
Emergency Access During Construction	Is there an emergency access plan for residences affected by the 700 West/railroad closure?	Yes. UDOT is working with South Jordan City and local emergency service providers to develop a special access road and system for use during construction.
Curb & Gutter	Will curb and gutter run on both sides of the road?	Yes

Utilities	Will utility [power] lines be buried or above ground?	Above ground
Landscaping	Is the City maintaining landscaping?	It depends on the area, but much of the landscaped area will be maintained by South Jordan City.
Paving	Is the road being paved with concrete or asphalt? Isn't concrete noisier than asphalt?	The road is being paved with concrete. It is designed to have a special finish (called tining) to reduce noise in residential areas and which is not noisier than asphalt.
Medians	Where are medians going in?	Near major intersections where required by UDOT and national safety standards and regulations. Roughly 75% of medians in the original design have been removed.
Future Work	Will this road ever need to be widened again?	We don't expect so; it is planned for traffic through 2030. We can't guarantee what may be needed 30 or 50 years from now.
Speed Limit	What will the speed limit be? How is it determined? 45 mph is too high.	<p>45 mph is what we call a design speed, selected for the type of road that 11400 South will be, but it is not necessarily the final speed limit. The design speed designates that the road must be designed to be safe at this speed.</p> <p>Speed limit standards are based on a number of factors (number of lanes, presence of shoulders, elevations, lines of sight, expected traffic volumes, etc.). Once the project is constructed, UDOT will further analyze the roadway to more permanently set the speed limit. It is likely to be lower in residential areas, areas with more side street accesses, etc.</p> <p>Some of the safety features designed into the new roadway will include the redesign of school bus routes and stops (based on coordination with school transportation officials), added sidewalks and shoulders, pedestrian buttons at traffic signals, coordination with public safety agencies, and median placement, where appropriate.</p>

See more Q&A at www.udot.utah.gov/11400south. Click "FAQ" at the top of the page.